



This document is scheduled to be published in the Federal Register on 01/29/2014 and available online at <http://federalregister.gov/a/C1-2014-01387>, and on FDsys.gov

**DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
49 CFR Part 213
[Docket No. FRA-2011-0058, Notice No. 2]
RIN 2130-AC28
Track Safety Standards; Improving Rail Integrity**

Correction

In rule document 2014-01387, appearing on pages 4134-4260 in the issue of Friday, January 24, 2014, make the following correction:

§ 213.113 Defective rails. [Corrected]

On page 4256, the Table titled “REMEDIAL ACTION TABLE”, in Subpart D—Track Structure, of Part 213, is corrected read as follows:

REMEDIAL ACTION TABLE

Defect	Length of defect (inch(es))		Percentage of existing rail head cross-sectional area weakened by defect		If the defective rail is not replaced or repaired, take the remedial action prescribed in note
	More than	But not more than	Less than	But not less than	
Compound Fissure	..... ..... .....	..... ..... .....	70..... 100.....	5..... 70..... 100.....	B. A2. A.
Transverse Fissure Detail Fracture Engine Burn Fracture Defective Weld	..... ..... ..... .....	..... ..... ..... .....	25..... 60..... 100.....	5..... 25..... 60..... 100.....	C. D. A2, or [E and H]. A, or [E and H].
Horizontal Split Head Vertical Split Head Split Web Piped Rail Head Web Separation Defective Weld (Longitudinal)	1..... 2..... 4..... (¹).....	2..... 4..... (¹).....	..... ..... ..... .....	..... ..... ..... .....	H and F. I and G. B. A.
Bolt Hole Crack	½..... 1..... 1½..... (¹).....	1..... 1½..... (¹)	..... ..... ..... .....	..... ..... ..... .....	H and F. H and G. B. A.

Broken Base	1..... 6 (2).....	6..... .....	..... .....	..... .....	D. A, or [E and I].
Ordinary Break	.....	.....	.....	.....	A or E.
Damaged Rail	.....	.....	.....	.....	C.
Flattened Rail Crushed Head	Depth $\geq \frac{3}{8}$ and Length ≥ 8.....	.....	.....	.....	H.

- (1) Break out in rail head.
- (2) Remedial action D applies to a moon-shaped breakout, resulting from a derailment, with length greater than 6 inches but not exceeding 12 inches and width not exceeding one-third of the rail base width.

Notes:

A. Assign a person designated under § 213.7 to visually supervise each operation over the defective rail.

A2. Assign a person designated under § 213.7 to make a visual inspection. After a visual inspection, that person may authorize operation to continue without continuous visual supervision at a maximum of 10 m.p.h. for up to 24 hours prior to another such visual inspection or replacement or repair of the rail.

B. Limit operating speed over the defective rail to that as authorized by a person designated under § 213.7(a), who has at least one year of supervisory experience in railroad track maintenance. The operating speed cannot be over 30 m.p.h. or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower.

C. Apply joint bars bolted only through the outermost holes to the defect within 10 days after it is determined to continue the track in use. In the case of Class 3 through 5 track, limit the operating speed over the defective rail to 30 m.p.h. until joint bars are applied; thereafter, limit the speed to 50 m.p.h. or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower. When a search for internal rail defects is conducted under § 213.237, and defects are discovered in Class 3 through 5 track that require remedial action C, the operating speed shall be limited to 50 m.p.h. or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower, for a period not to exceed 4 days. If the defective rail has not been removed from the track or a permanent repair made within 4 days of the discovery, limit operating speed over the defective rail to 30 m.p.h. until joint bars are applied; thereafter, limit speed to 50 m.p.h. or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower. When joint bars have not been applied within 10 days, the speed must be limited to 10 m.p.h. until joint bars are applied.

D. Apply joint bars bolted only through the outermost holes to the defect within 7 days after it is determined to continue the track in use. In the case of Class 3 through 5 track, limit operating speed over the defective rail to 30 m.p.h. or less as authorized by a person designated under § 213.7(a), who has at least one year of supervisory experience in railroad track maintenance, until joint bars are applied; thereafter, limit speed to 50 m.p.h. or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower. When joint bars have not been applied within 7 days, the speed must be limited to 10 m.p.h. until the joint bars are applied.

E. Apply joint bars to the defect and bolt in accordance with § 213.121(d) and (e).

F. Inspect the rail within 90 days after it is determined to continue the track in use. If the rail remains in the track and is not replaced or repaired, the reinspection cycle starts over with each successive reinspection unless the

reinspection reveals the rail defect to have increased in size and therefore become subject to a more restrictive remedial action. This process continues indefinitely until the rail is removed from the track or repaired. If not inspected within 90 days, limit speed to that for Class 2 track or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower, until it is inspected.

G. Inspect rail within 30 days after it is determined to continue the track in use. If the rail remains in the track and is not replaced or repaired, the reinspection cycle starts over with each successive reinspection unless the reinspection reveals the rail defect to have increased in size and therefore become subject to a more restrictive remedial action. This process continues indefinitely until the rail is removed from the track or repaired. If not inspected within 30 days, limit speed to that for Class 2 track or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower, until it is inspected.

H. Limit operating speed over the defective rail to 50 m.p.h. or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower.

I. Limit operating speed over the defective rail to 30 m.p.h. or the maximum allowable speed under § 213.9 for the class of track concerned, whichever is lower.

[FR Doc. C1-02014-01387 Filed 01/28/2014 at 8:45 am; Publication Date: 01/29/2014]